

INFORMATION REPORT INFORMATION REPORT

CENTRAL INTELLIGENCE AGENCY

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COUNTRY	USSR (Arctic)	REPORT		25X1
SUBJECT	Port of Arkhangelsk	DATE DISTR.	MAR 7 1955	25X1
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SOURCE EVALUATIONS ARE DEFINITIVE. APPRAISAL OF CONTENT IS TENTATIVE.				

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1. [redacted] ship was en route to Arkhangelsk, a small naval vessel was observed about ten miles west of Cape Svyatoy Nos (N68-10, E39-48); it approached [redacted] ship to a distance of about two miles and then turned to the east. At Gorodetskiy Point (N67-43, E40-57), the vessel turned around and went back the same way it had come. It sailed at about twenty-five knots when it was moving eastward but at a much lower speed when it turned back into the wind. The vessel was the same type as those described in paragraph 2. 25X1
2. [redacted] about twenty small naval vessels were seen in the area north of Dvina Lightship. Each ship was about 150 feet long and it had a high sloping bow, a forecasing, one mast, one stack, a casing over half of the afterdeck, and a low freeboard. Each vessel was low in comparison to its length. Each ship's armament consisted of one 20-millimeter gun at the bow, two 20-millimeter guns side by side forward of the bridge, a 20-millimeter gun on each side of the bridge, two 20-millimeter guns on the after side of the bridge, a large gun on its own base abaft of the casing, and two 20-millimeter guns on the stern. The gun abaft the casing had a barrel three or four times thicker than the barrels on the other guns. All the gun positions were painted yellow. All the vessels had radar of the "cheese" type. None had depth charges on the afterdeck. 25X1
3. About ten of these vessels sailed back and forth to the west of the lightship. Nine of them lay at anchor in groups of three about one mile north of the lightship. The center one in each group was at anchor and the others were moored to it. Two similar vessels came in from the east and passed directly in front of [redacted] ship before dropping anchor with the others. These two vessels were equipped with minesweeping apparatus. This apparatus consisted of floats about three meters long which lay on the water's surface; there were three or four floats in each of two rows aft of the ships. 25X1
4. At about the same time, a tugboat arrived with two targets in tow. It also dropped anchor alongside the other vessels. Each target-raft had a yellow painted fence that seemed to be of wood. The rafts bore no marks indicative of hits.

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5. Almost every other day combination repair-ships and minelayers were observed on the Dvina (see sketch No. 1). They seemed to arrive in the evening and depart again the next morning; then they would be out for several days. [redacted] three of these vessels. Each ship was about 200 feet long and about ten to twelve feet high at the bow; there were two rows of ventilators along the side. The bow was short but the vessel itself was wide. Each ship had one mast and one stack. On the afterdeck there was a large crane with a lifting capacity of about three tons. Sometimes the crane lay in a support position and other times it was in a position ready for use. There was minelaying apparatus on each side of the afterdeck but no rails could be seen. Each ship had two davits aft and similar stern frames. There was a gun on both the foredeck and afterdeck. They were painted a lighter gray than the other naval vessels, and there were many persons on board. The vessels had a speed of about twelve knots and informant believed that this was the top speed. 25X1
6. At Solombala there were twenty minesweepers similar to those described in paragraph 2, apparently fully prepared for action; also there were three or four somewhat older and larger vessels which appeared to be undergoing a cleaning. There were two training ships in the harbor, each of about 800 DWT. One was at the pier on the south side of Arkhangelsk and the other was at anchor in the water, ready to sail.
7. There was a naval installation at Port Ekonomiya. [redacted] Kriviyak to Port Ekonomiya and passed the installation (see sketch No. 2). It was on the east side of the road leading down to the harbor. There was a one-story barracks in the form of a horseshoe around a square. [redacted] this was a dormitory-barracks for men. It was light gray in color. There was also a two-and-a-half-story building, which had a porch along one side of it and three sets of steps going down to an open area in which there were some flag poles. There were offices in the building and [redacted] it also contained recreation quarters and an officers' mess. The building was stained or painted brown. There was a gate leading to the barracks and another gate to the square in front of the officers' mess. A sailor stood guard at the first gate but the second was unguarded. There was a high fence around these buildings which partly cut off any view of them from the road. Next to the square by the officers' mess there was a field and a building; informant did not know what was in this building. A side road led to the right of this building and on the south side of this road there was a half-covered dance platform with a fence around it. 25X1
8. There was a row of small trees on each side of the main road outside of this installation and another row down the middle of the road. The trees were supported by white-painted tree supports. [redacted] two very slender factory smokestacks to the right of this installation. Near the stacks there were dwelling houses and behind them there were vessels tied up at a pier. [redacted] 25X1
[redacted] It took about one hour to walk from Kriviyak to the naval installation. 25X1
9. The ship loaded at Sawmills No. 26 and No. 9-10. No. 26 was at Kriviyak on the east side of the main channel of the Dvina River. There was another pier next to it [redacted] was No. 25. The entire pier was long enough to accommodate three 3,000-ton ships. The depth of the water was twenty-six feet, two feet from the pier. 25X1
10. The exit gate from the sawmill area was just south of the sawmill. It was guarded by a woman armed with a single-barreled shotgun. The guards asked to see the landing passes about every second time one went through the gate. To go from the pier to the gate, it was necessary to go around the entire sawmill [redacted] 25X1
[redacted]. In about the middle of the sawmill area there were two large garages which were used by the port trucks. 25X1

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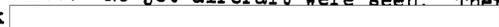


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The sawmill had about twenty-five such trucks; ten trucks were used to load  ship. The sawmill also had about fifteen three-ton trucks which did not remain in the garage at night. There was a small gasoline pump alongside the garage.

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11. From a small pier east of Sawmill No. 9-10 there was a ferry to Arkhangelsk. The ferry ran every hour until 1800 and from then on, every two hours. The last ferry left at 0035 hours. The ferries resembled small fjord boats. Most of them were old vessels carrying about 100 passengers. In addition, there were six ferries of a newer type; these ferries could carry about 200 passengers.

12. From the beach east of Keg airfield there was a slope on top of which there was a small hedge. The airfield was about five meters above the surface of the water, and it was about fifty meters from the hedge to the edge of the airfield. There was a continuous flow of traffic at the airfield; the aircraft were two-engined planes similar to Dakotas. They had large square windows, and were painted dark gray with no identification letters.  these aircraft were being used as training planes. After they had taken off they circled several times over the town and then landed again. In addition to these, the airfield was used by some small old single-engined training planes. No jet aircraft were seen. There were always aircraft over Arkhangelsk  on Sawmill No. 26 was a considerable distance from the city.

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13. There was an international club on the left side of the street which led from the ferry pier; an Intourist hotel was located on the other side of the street. The club-rooms were on the third floor of the club building.  a meal in the hotel which consisted of vegetable soup, pork chops, beer, and coffee. This meal cost sixteen rubles.

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14. Gorodetskiy Lighthouse was not situated on the point as shown on the Admiralty Chart, but it was south of that position at the foot of the bay (see sketch No. 3).



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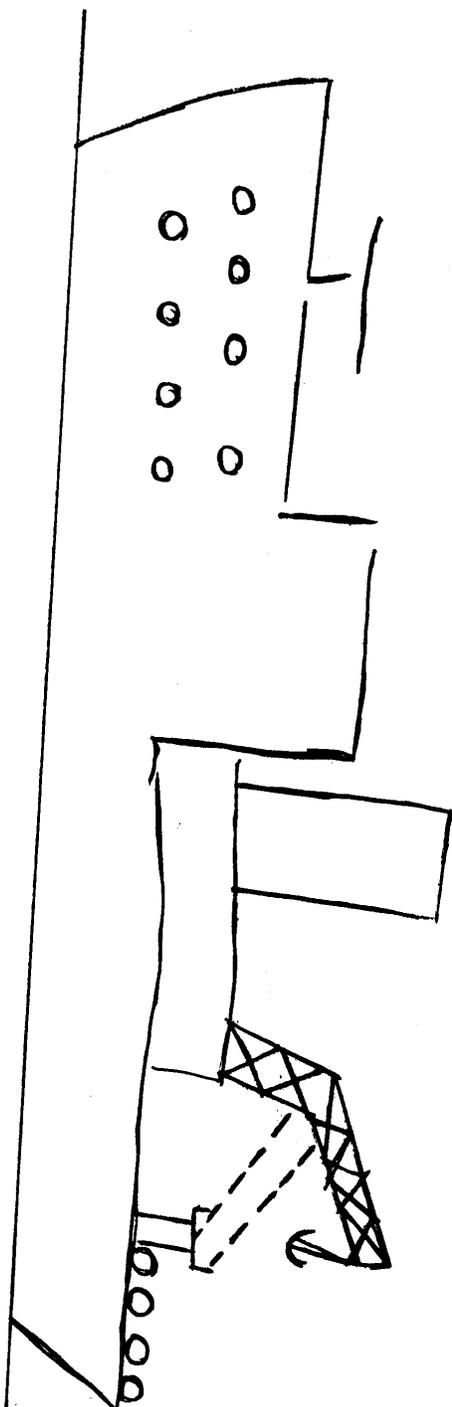
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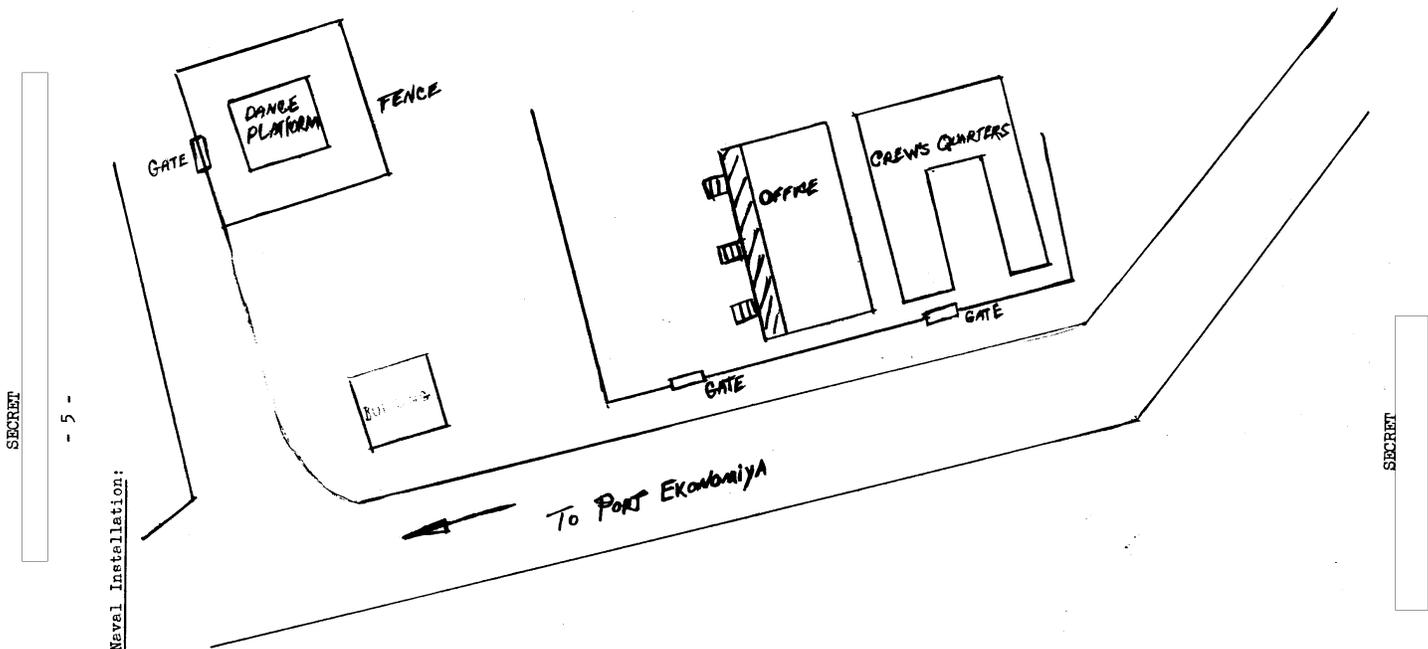
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SKETCH No. 1,
SKETCH OF SWIFT NAVAL VESSEL.



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Sketch No. 2:
Sketch of Soviet Naval Installation:

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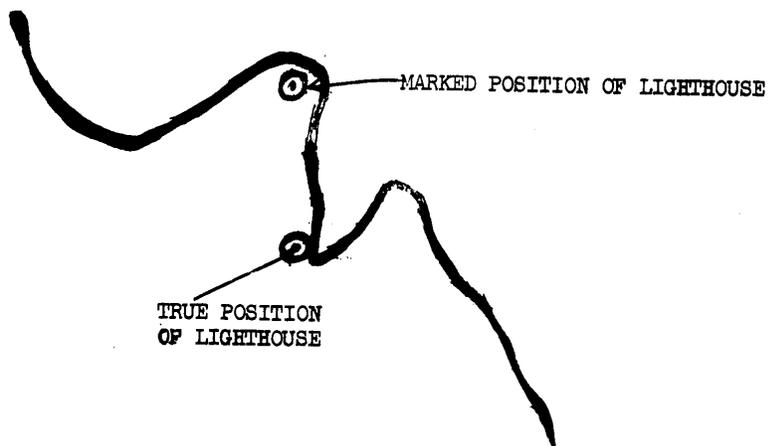
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Sketch No. 3:
Sketch of Cape Gorodetskiy:



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